

OXC - 4685
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18 March 1963

MEMORANDUM FOR : The Record

SUBJECT : Visit of Firewel Company Engineers

25X1A
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1. [] Chief, Engineer, [] Program Manager 25X1A
of OXCART at Firewel and [] Project Engineer, visited this Head-
quarters on 15 March to discuss the following:

a. Technical evaluation of the additional proposed Full
Pressure Suit Maintenance Van and Oxygen Component Maintenance
Van as well as the Pilot Transport Van.

b. Projected personal equipment requirements.

c. Contractual discussions with []

25X1A

d. Installation of a TWX facility at Firewel.

2. Significant features of the proposed vans follow:

a. The vans may be connected together with a walk through
corridor or used independently in environments from -65°F to
125°F.

b. Both vans will be 10 feet high and 8 feet wide with an
interior height of approximately 6 feet 6 1/4 inches. The
contractor has been instructed to increase the interior height
if at all possible. Both vans can be transported by C-124 or
C-133 aircraft. They can be towed by a commercial vehicle with
a fifth wheel assembly.

c. The power input box will receive female plugs connected
to 220 single phase and 208 three phase power.

d. The Full Pressure Suit Maintenance Van will be 22 feet in
length and will include two work benches, storage lockers, drying
lockers, parts cabinets, sewing machine, oxygen connections and
suit vent air supply. Three pressure suits and two pressure suit
helmets can be dried simultaneously. Four pressure suits and
helmets can be stored at the same time.

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e. The Oxygen Component Maintenance Van will be 30 feet long and will contain all test equipment, cabinets, lockers, work tables, instruments, power distribution, air conditioning and communications necessary to the service and maintenance of aviators oxygen hardware. This van will have an altitude chamber with complete instrumentation to provide a self contained operation. The chamber will be sized for use by two men with full equipment and includes an air lock for use by a safety observer. The chamber will be capable of any pressure altitude up to and including 150,000 feet. Bio-medical instrumentation is provided.

25X1 3. Six months lead time is predicted for delivery of the vans. Estimated cost is [REDACTED]

25X1 4. The new Pilot Transport Van will be of the same configuration as the one presently in use. Improvements to be made include a 1 1/2 ton air conditioner vs. the present 3/4 ton, isolation of power supply to keep interior noise to a minimum and improved linoleum floor. Estimated cost is [REDACTED]

25X1A 5. Increased business between the Firewel Company and this Headquarters, [REDACTED] and Lockheed indicate the need for a TWX facility at Firewel.

6. Equipment requirements for the remainder of the test program were reviewed. These tests include four dummy drops from the B-66 aircraft at 20,000 feet at 300 KIAS. Two on the deck tests at speeds of 65 knots or lower will follow the B-66 drops. Six in flight ejection tests from a modified F-106 aircraft will be done as soon as the aircraft is released from SAAMA and post flights performed at El Centro, California.

7. Firewel was instructed to remove all identification from personal equipment items where possible.

8. Olive drab underwear will be procured for use with the Full Pressure Suit.

25X1A

[REDACTED]
Captain USAF

DD/OSA/HRC:rel

Distribution:

1-DD/OSA

2-AD/OSA

3-OD/OSA

25X1A [REDACTED]
5-C/DD/OSA

6-CD/OSA

7-RB/OSA

8-DD (Chrono)